A FEW MORE BODIES WASHED UP YES. TERDAY.

MOST OF THEM NOW IDENTIFIED - MA-

JORITY OF THE VICTIMS BELIEVED TO BE IN THE SUNKEN HULL.

Provincetown, Mass., Dec. 1.-Of the one hunared or more persons who sailed from Boston for Portland last Saturday on the side-wheel steamer Portland, not one survives the wreck of the vessel. The sea has thrown up on the outside shore of the Cape seventeen of the hapless victims. These bruised and battered bodies have been picked up by the patrols between Highland Light and Chatham. Eleven bodies have been identified, as follows:

DELAMBY, George W., Shawmut-ave., Boston. DENNIS, Mrs. Ezektel, Portland, Ms. EDMUNDS, Miss Jennie, East Boston, FLOWER, James W., Lewiston, Me. FREEMAN, E. Dudley, Yarmouth. INGRAHAM, Madge colored, Woodford's, Me.
GRAHAM, George, colored, steamer Portland porter,
MITCHELL, Mrs. Cornella, North Easton.
MORANG, Miss Faith, Pessenden Park, Portland.

Deckhand, steamer Portland, name unknown to agent the company, but identified by him as a deckhand. Colored cook, name unknown, also identified by agent, FEW BODIES LIKELY TO BE FOUND.

The prospect for the immediate recovery of many more bodies is doubtful. The tide sets down the Cape from Highland Light to Nantucket with great rapidity. Many bodies may be carried into Nantucket Sound, and days or weeks may clapse before the sea yields them up. It is believed that many bodies were buried in the sands of Cape Cod by Sunday's gale, and that any now uncovered and cast up by yesterday's storm will be so bruised and torn that identification will be next to impossible. Several bodies were seen beating about in the high surf yesterday, but all efforts to secure them were futile, and they were carried out by the

receding tide. In all the wreckage known to have come from the Portland up to this noon only parts of the superstructure have been cast ashore. This emphasizes the theory that the vessel foundered with hull intact, and it is probable that many bodies are confined in the sucken ship. The evidence at hand tends to show that the victims of the disaster were plunged to their doom in a sudden lurch of the vessel.

There was no break last night or tq-day in the patrol of the coast, from Race Point to Chatham, which has been kept up since the storm began on Saturday evening. When the work of the day was summed up, however, it appeared that only five bodies had been recovered in addition to those previously taken from the water. One of these was found at Nauset, twenty-five miles from the place near which it is believed the wreck occurred; another came ashere at Orleans, some five miles further south, and three at Chatham.

TO PATROL THE SEA.

It is likely that tugs will be sent out to patrol the part of the sea which has been fixed upon as the probable scene of the wreck in an endeavor to locate the hull, as well as to secure everything that may be found affoat, including bodies, baggage and cargo. C. F. Williams, agent of the steamboat company, is among those who think the Portland foundered, and that many of her passengers and her freight would be found in her could the wreck be lo-

In answer to the question as to the sailing of the Portland, Mr. Williams bears out the statement made by the general manager, Mr. Liscombe, that the captain was ordered not to sail, but that he disobeyed his instructions.

The number of strangers who are here looking for bodies increases with every train, few though they have been, until now there are far more searchers than there are bodies. The interrupted train communication is a great hindrance, not only to the arrival of those who would remove bodies, but to the transportation of them from here. No frieght has been able to get through since last week, and the supply of provisions is liable to run out. This presents a more serious aspect, because of the unusual number of strangers who have to be provided for in the hotels and other places which rarely

It was early this morning when news came to Orleans from Nauset that the body of a man, the seventeenth from the wreck, had come ashore It was identified by papers as that of James W. Flower, of Lewiston, Me. Severa; other identi-

#### fications were made before night. MORE IDENTIFICATIONS.

Later-The train from Boston brought down fifty relatives and friends of the lost ones. They made their way at once to the establishment of Steele, the undertaker, at Orleans, where six bodies were deposited, two of which already had

been identified.
One of the other four bodies identified was that of Solomon Cohen, a junk dealer, of Portland, whose aged father had come from Boston to see if his son had been claimed from the sea. The bodies of two young women of about the same age were then viewed. One proved to be that of Miss Elizabeth M. Collins, of Portland, and the other that of Susan A. Kelley, of Boston. The party then went over to another undertaker's establishment, where were the bodies of Mr. Delaney, Mrs. Mitcrell, Miss Edmunds and Mr. Flower, which had previously been identified, leaving three here which had not been recognized. Of these one was identified as Jones, the second cook of the Partland, and the next body as that of Madge Ingraham.

Late this afternoon word came to Orleans that another body had been recovered, and early this evening news came that three bodies had been found off Chatham, one being that of Walter L. Bemis.

RECKONING THE LOSS.

NEW-ENGLAND SHIPPING MEN ESTIMATE IT AT 150 LIVES AND \$519,000.

Provincetown, Mass., Dec. 1.—An attempt to fix the financial loss of Sunday's storm in and around Provincetown, including the steamer Portland wreck, was made to-day by several men who have large interests in coastwise shipping. The tabulations reached were as follows: Lives lost (probably), 150; loss of property on land, \$10,000; loss of marine property, not including steamer Portland, \$250,000; the Portland, \$250,000; loss in money and effects or passingers and sattors, \$50,000; total,

The Boston fishing schooner Ruth M. Martin ar-The Boston issuing schooler hath as Martin arrived here this morning and was beached. The crew was saved, one man, however, being badly hurt. The vessel is breaking up.

A schooler supposed to be the Grace, of Calais, Me., is ashore two miles southwest of Wood End iffe-saving station, with masts gone, cabin gutted and no signs of life. It is believed her crew has verished.

perished.

Fragments of a large vessel, probably of 600 tons, drifted ashore vesterday off Wood End. A large piece of an entirely different kind of vessel floated ashore shortly after.

BROCKTON MEN LOST ON THE PORTLAND Brockton, Mass. Dec. 1.—At least two persons lost on the Portland were residents of this city, C. F. Wilson was up to Saturday a cierk at the Hotel F. Wilson was in to Saturday a clerk at the Hotel Metropolitan, in this city. He was about twenty-five years old. He left this city on Saturday to go to Maine. H. Jatter, a firenan, was for some time employed in this city, and left here to take a place on the Portland. Lewis Metcaif, of Campello, the south end of this city, is supposed to be among the victims. His wife is sick at Auburn, Me., and he victims. How the south control of the south can be not been heard from since.

### WRECK OFF ROCKY HILL.

Plymouth, Mass., Dec. 1.-Moss-gatherers on the beach reported to-day that a wreck is on the ledge off Rocky Hill, five miles below here. She appears to be a large craft, and is only visible when the sea is running high, as she is in the breakers at other times. The beach is heaped up with sea-weed, and possibly there are bodies in this.

SCOTTISH KING GOING TO PIECES. St. John's, N. F., Dec. 1.—The wrecked British steamer Scottish King is going to pieces to-day owing to a heavy storm. The water inside the hull is level with the outside, showing that the ship's bottom is destroyed. Owing to the surf the salving operations are glow. The residents and the steamers Regulus and Ingraham are engaged in saving the cargo. The name of

# COLGATE & CO.

on Tollet and Shaving Soaps, BOARD OF ESTIMATE TRANSFERS \$140,000-M'CART-Perfumes, Sachets, Tollet Waters and Dental Powder corresponds to the

STERLING MARK ON SILVER.

TRAGIC TALES FROM GAY HEAD.

HOW FIVE VESSELS AND SEVEN MEN PER-ISHED ON SATURDAY NIGHT AND SUNDAY.

Vineyard Haven, Mass., Dec. 1.-Sylvanus Calhoun, a member of the crew of the Gay Head life-saving station, has reached here, bringing news of the loss of the schooners Amelia G. Ireland, of New-York, and the Clara Leavitt, of Portland, Me., and of the captain, mate and four seamen from the Leavitt and one seaman from the Ireland. The captain, mate and four seamen of the Ireland were saved, and one man came ashore from the Leavitt on wreckage. The names of the lost and the survivers had not been learned when Calhoun left the Gay Head station, which is at the other end of the island from here, as those who were rescued were too greatly exhausted to tell who they

ccurred on Saturday night. The usual patrol of the shore in the vicinity of Gay Head was begun on Saturday evening. By 8 o'clock a northeast gale had set in, inthrough the storm the flash of a torch in the trolman. The life-savers hastened to the stathe bar, which was two and a half miles from

The wind was blowing at a frightful rate, acsought. They were too late. When they got to artery of the town, cleared of snow, and then the beach wreckage from the vessel was coming only from Fourteenth-st. to the Battery. It is ashore, and it was soon apparent that she had difficult to remember a time when such a state gone to pieces. A fragment showed her to have of things existed. been the Clara Leavitt. Later, clinging to a broken plank, one man was detven in and rescued from the waves. He was carried to the station and made as comfortable as possible.

While the life-savers were peering into the storm in an effort to discover another possible survivor, another signal torch was seen from a vessel which was at that moment almost upon the bar. The next instant she struck, but went on in a place a little less exposed to the fury of the waves than where the Leavitt was lost, and the did not go to pieces. Quickly the lifeboat

on in a place a little less exposed to the tast, and the waves than where the Leavitt was lost, and she did not go to pieces. Quickly the lifeboat was run down to the edge of the foaming surf. Then, with six stout men at the ears, an attempt was made to launch her. She was swept back like a chip, and no sooner had she struck the beach than she was picked up by the wind and blown twenty rods away.

Captain Hayman then decided to try shooting a line to the wreck, but this could not be done until daylight. With the first appearance of dawn the gun carriage was drawn up for service. Seven men could be seen clinging to the rigging of the vessel. The line was shot toward the schooner. It fell short. The effort was repeated with the same result. Again the apparatus was put into operation, and again and again, until twelve shots had been fired in vair. Meanwhile the wind had shifted more to the north, and was colder, and the snow had turned to hail.

Spurred by the sight of the men in the rigging Spurred by the sight of the men in the rigging

Spurred by the sight of the men in the rigging and the increasing severity of the storm, Captain Hayman called for another trial of the surfboat. Seven times the boat was launched, and the most persistent efforts of the crew to breast the waves were of no avail. On the eighth trial, however, success came, and under the tremendous strokes of the men the boat was driven from wave to wave till she reached the vessel. One seaman had perished, but the captain, mate and four sailors, harely alive, were rescued and taken to the station. The vessel was the Amelia G. Ireland.

Calhoun, who brought the story here, is on his way to South Orleans for medical treatment. He was injured internally by the lifeboat as she was driven on the beach in one of the attempts to launch her. When Calhoun left the

e was driven on the beach in one of the at-mpts to launch her. When Calhoun left the

long, and was built in Somerset County, Md., in 1866. She will be a total loss.

Buzzard's Bay, Mass., Dec. 1 .- A member of the life-saving crew at Gay Head who reached here this morning reports that on Sunday morning the schooners Queen Hester, Vivian and Clara C. Baker went to pieces in the rocks where the Chy of Columbus perished some years ago. The life-saving crew, during forty-eight hours of unceasing effort, succeeded in launchhours of unceasing effort, streetes in administration to surfloat for ten trips to vessels, and succeeded in rescuing nineteen of the several crews. Seven, however, perished before assistance could reach them. The man from Gay Head could not give the names of the saved or

LOSS OF THE KING PHILIP. FINE VESSEL AND TWELVE MEN WENT DOWN OFF HIGHLAND LIGHT. Baltimore, Dec. 1 .- The Black-Sheridan-Wil-

son Coal Company, of this city, received a telegram to-day from E. R. Norton, the Boston agent of the firm, saying the company's schooner King Philip, which left this port on November 16, with 1.787 tons of coal for Portland, Me., had foundered in the gale on Sunday night off Highland Light, on the Massachusetts coast, and that all on board were lost.

ELEVEN RESCUED FROM THE ST. LUCIE. THE BARK, BOUND PROM NEW-YORK TO BRAZIL,

Baltimore, Dec. 1.-Captain Henry O. Appleby and the crew of the American bark St. Lucie, which is now supposed to be at the bottom of the Atlantic, were rescued by the British steamship Orthia, from Ginsgow, and were landed here to-day. The rescued, in addition to the captain, are the chief mate, William Parks; the second mate, Alfred Smith; the steward, Frederick Bryne, and these seamen: Carsten, Emil Schlegjemilk, W. F. Gilmore, F. Rasmussen, Charles Hendrickson, Martin Poulson and Albert Englehart. Henry Heymeyer, a seaman was drowned by the capsizing of the bark's life-

INTEREST GUARANTEED BY B. & O. UNPAID. Baltimore, Dec. 1.-It is officially announced at the Baltimore and Ohio offices to-day that the company will not pay the semi-annual interes due to-day on the \$4,500,000 first mortgage 5 per cent bonds of the Schuylkill River East Side Railroad. The property is operated by the Baltimore and Ohio, and the principal and interest is guaranteed by the latter corporation. This is the first time that this interest has been defaulted in the receivership of the Baltimore and Ohio. Officials of the company explain that there are no funds with which to pay the interest.

MOVEMENTS OF NAVAL VESSELS. Washington, Dec. 1.-The Navy Department is

washington, Dec. 1.—The Navy Department is informed that the gunboat Helena sailed from Fusin i to-day for Gibraltar on her way through the Mediterranean and the Suez Canai to the Philippines. The gamboats Veksburg and Annapois arrived at Fort de France yesterday.

FRANCE TO HAVE A NAVAL ATTACHE.

Washington, Dec. 1.-The State Department has tablish a naval attaché at Washington in connec-tion with the staff of the embassy. This is taken as another evidence of the attention which the American Navy is receiving from foreign govern-ments. The French Government has had a mil-tary attaché in Washington, but this will be the first naval officer to be sent here.

NEW BOSTMASTERS IN THIS STATE. Washington, Dec. 1.—The following were among the fourth-class postmasters appointed to-day; New-York—Clayville, Oscar B. Chapman; Mark-ham, L. H. Wiegand; Norwey, H. C. Nichols; Salisbury Centre, R. H. Hicks.

NEY SILENT, BUT THE PUBLIC IS LOUD IN ITS PROTESTS. The chorus of indignation against the Tammany Street Cleaning Department, which has allowed the city to remain practically snowed

LETTING THE SNOW MELT.

FEW STREETS CLEANED BY THE DE-

PARTMENT YESTERDAY.

under for the better part of a week after the snowfall of last Saturday assumed a still larger volume vesterday. The singers who took part in the chorus included pretty nearly everybody who does not owe his living to Tammany Hail. Such an exhibition of incompetence and lack of foresight has not been given by any Department of New-York's municipal administration in years. Time was when nothing else would have been expected, but mediæval ideals have been outgrown, and New-Yorkers have learned to demand better things than the citizens of the New-York of a century ago would have been satisfied with.

It is no exaggeration whatever to say that Commissioner McCartney of the Street Cleaning Department was absolutely overwhelmed by Saturday's storm, and it was not the heaviest storm, as regards snowfall, that New-York has had in recent years, either. But what is stranger still, not only was the Commissioner were or to name their companions. The wrecks overwhelmed, but his mental faculties seemed completely paralyzed as well, and the entire Department was smitten with a case of acute locomotor ataxia. No attempt has been made to concentrate all possible energy on the task creasing in force every moment. At 9:30 o'clock of clearing the streets. A few extra carts and shovellers have been employed, but where is direction of Deg Fish Bar was seen by the pa- the army which in the days of Colonel Waring used to be turned loose with carts and shovels tion, and Captain Hayman quickly mustered directly the storm had ceased, and sometimes his crew. In a few minutes a lifeboat, with all before? Commissioner McCartney's excuse is the apparatus necessary, drawn by a yoke of that the contract had not been let for the reexen, was on its way to the nearest place to moval of the snow. That is the Commissioner's own lookout, it was generally said yesterday. What bothers New-Yorkers is that the city was practically helpless under the storm for two companied by blinding snow, and it was 11 days after it had passed, and not until yesterclock before the men reached the place they day afternoon was Broadway, the main business

M'CARTNEY AS A FATALIST.

Commissionet McCartney seems to have stamped himself as a fatalist, and there were many inquirers yesterday who desired to know if the Tammany official had any Oriental blood in his veins. It was generally admitted that in his name no trace of Eastern origin could be found. Yet for all that the Commissioner has exhibited such stelldity in the face of the paralysis of his Department, such a conviction that what would be would be, in spite of anything he could do, as to give some ground for the belief that his mentality is tainted with one of the peculiar doctrine; of the Chinese,

Commissioner McCartney hoped on Monday that we should have rain. Rain would melt the snow, and the sewers would then carry it off if the citizens, who had nothing else to do, would only keep the sewers clear. He hoped the citizens would keep the sewers clear. Meantime the business community pleughed profanely along in such a muddle of ankle and knee deep snow as had not been allowed to remain in the streets in years. On Tuesday Commissioner McCartney hoped we should have no more snow, and on Tuesday night and Wednesday morning it snowed again. Meantime the locomotor ataxia of the Street Cleaning Department continued its deadly ravages. On Wedresday Commissioner McCartney hoped we should have warm weather on Thursday, and Thursday dawned bright and crisp.

A LITTLE ACCOMPLISHED AT LAST. The Department had been pecking away at the enormous heaps of snow thrown up in the business streets, and by last night lower Broadway and some of the most important streets in the downtown business district were clear of snow for the first time since Saturday. But upshipwrecked men they were all in a serious condition from exposure and their battle with the sea. The life-saying crew war giving them the sea. The life-saving crew war giving them every possible attention.

The Clara Leavitt was a three-master of 397.85 net tons, 127 feet long, and was built at Cape Elizabeth, Me., in 1877.

The Amelia G. Ireland also was a three-master. She was owned by the Tidewater Oil Company, of New-York, and was bound from Bayonne, N. J., to Boston, with a cargo of oil in tanks. She was of 270.31 net tons, 124 feet long, and was built in Scherest County, Md. in Fifth-ave, above all places, so late as yester-day afternoon, from Thirty-ninth-st, to Fifty-ninth-st, almost no attempt whatever had been made by t-: Street Cleaning Department to clear even the crossings at the street corners, and women had to wade across ankle-deep in slush of the slushlest sort. On the East Side the conditions were even worse, for the sewers had become choked in many instances, the citizens not finding time to oblige Commissioner McCartney by keeping them open. Wide pools of water resulted, and it was not uncommon to see men carrying women from one sidewalk to another, and all this in the year 1898, nearly five days after ten inches of snow had ceased falling.

falling.

Commissioner McCartney declined to talk to reporters yesterday. He was pained that they had seen fit to comment unfavorably on his fatalism. So far as the public was concerned, said he, he was ignorant of what was going on in the Department under his charge. He didn't know how many men he had at work, or how much snow had been removed, nor would be confide any more of his hopes about to-day's weather to the reporters. So there!

BOARD OF ESTIMATE'S APPROPRIATION. The Board of Estimate found time yesterday

morning to lock the door of the empty stable, lest the thief who stole the horse should return to appropriate the useless harness. On the recommendation of Commissioner McCartney, fatalist, the Board made an extra allowance of \$100,000 to pay the expense of removing the snow from the streets of the boroughs of Manhattan and The Bronx, and \$40,000 for the same hattan and The Bronx, and \$40,000 for the same purpose regarding the streets of Brooklyn. The money was transferred from the carting and sweeping accounts, which will be replenished by the issue of revenue bonds which the Controller was authorized to make. This sum is in addition to the regular snow-removal appropriation made by the Board of Aldermen.

One of the worst spots downtown yesterday as regards the snow and slush was Mali-st. Here the Federal Government is engaged in

as regards the snow and slush was Mall-st. Here the Federal Government is engaged in making repairs to the surface of the street, the city having given the southern walk to the Government. Mall-st was one great pool of snowy slush and passable only to horses or to the man provided with rubber boots. The nuisance was increased by the fact that the northern walk is being widened by the city—why, nobody knows. It was never known to be overcrowded. overcrowded.

NO MORE SNOW IN SIGHT.

night that it would not snow to-day. According to the Weather Bureau, his hope will come true. The public joins in the hope, for more snow just now would in all probability make New-York a vast centre of interest to the scientists and antiquarians of the twentieth century when they should excavate the remains of what was once the metropolis of this country. If Commissioner McCariney sees more snow coming he should commit his creed to writing, for the scientists would find it interesting. It would probably read something like this:

"I believe that what will be will be, in spite of the Street Cleaning Department.

"I believe that if it snows the streets of New-York will be buried in snow and traffic suspended generally, in spite of the Street Cleaning.

ended generally, in spite of the Street Cleaning Department.

believe that if the streets of New-York are buried in snow and traffic is suspended, the streets and traffic will stay so, in spite of the Street Cleaning Department.
"I believe I don't care, anyhow.
"I believe it's just tough luck."

LONG ISLAND RAILROAD OPEN. THROUGH TRAINS YESTERDAY FOR THE FIRST

For the first time since Saturday night trains were run on all the divisions of the Long Island Railroad yesterday. There is considerable show on freight train is stalled east of Mincola, but the eastbound track is being used, and in this way trains are able to go in either direction until

## Christmas Silverware

# **GORHAM**

Silversmiths

Broadway & 19th Street 23 Maiden Lane

right tracks are reached. Three engines pushing a big snowplough cleared the Montauk division from Eastport to Amagansett after midnight yesterday There is a washout east of Amaganset morning. There is a washout east of Amaganisa-where the sea cut away about one-fourth of a mile of track, and this prevents trains being operated from Amagansett to Montauk Point. As the travel at the extreme end of the Long Island Railroad is light at this season of the year, the loss will not be serious. Gangs of men are at work building a new track to replace the one destroyed.

GATE CITY REACHES SAVANNAH. THE STEAMER ANCHORED FOR THIRTY HOURS OFF VINEYARD HAVEN IN THE GALE.

Savannah, Dec. 1.-The Ocean Steamship Company's steamer Gate City, Captain Goodins, from Boston, passed in at Tybee safely this morning. She had a rough time after she was struck by th storm on Saturday night, and shows the effect of the gale. She was compelled to anchor thirty hours off Vineyard Haven to escape the force of the blow, and lost some sails and several small boats. No passengers were injured. Captain Goodins reports passing eight sunken vessels and eighteen stranded craft around Vineyard Haven.

THE LEANDER V. BEEBE WRECKED. ALL OF HER CREW LOST WITH HER OFF BLACK ROCK, MASS.

Philadelphia, Dec. 1.-Information was received here to-day that the schooner Leander V. Beebe, from Philadelphia for Boston, has been wrecked off Black Rock, Mass., and that all the members of the crew were drowned.

SOLDIERS WORK AT SHOVELLING SNOW. DISCHARGED VOLUNTEERS EMPLOYED BY THE STREET CLEANING DEPARTMENT.

Dr. A. E. Gallant, in charge of the Soldiers' Employment Bureau, at No. 316 East Fifteenth-st., put forty-seven discharged soldiers to work yesterday They were supplied with shovels, shoes and clothing, and set to work at Station A, at the and clothing, and set to work at Station A, at the foot of East Seventeenth-st, shovelling snow. There are 450 men who enlisted for the war on May 8 who lost their jobs on their return from the war, and who are on the lists of the Soidiers' Employment Bureau. Commissioner McCartney instructed Dr. Gallant that he would give preference to all discharged soldiers, and would see that they got employment, if there was any. Many of the men are shovelling snow in their uniforms. They receive \$2 a day, and are glad to get it.

NO NEWS OF THE PENTAGOET. HER OWNERS STILL HOPE THAT SHE HAS PUT INTO SOME CAPE COD PORT.

The Manhattan Steamship Company received no information yesterday in regard to their missing information yesterday in regard to their missing steamer the Pentagoet, which left this port last Friday for Bangor, Me. It is still hoped that Captain Ingraham, when he saw the gale approaching, pot into some small port along Cape Cod, and that when telegraphic communication is fully established with the Cape the little steamer will be found safe and sound in some harbor. A number of friends of the crew of the Pentagoet called at the office of the Manhattan Steamship Company, at No. 11 Broadway, yesierday, to ask for information as to the steamer.

A TIMELY SUGGESTION

To the Editor of The Tribune. Sir: Why not make Devery Street-Cleaning Commissioner? In the present emergency he is the man for the place. Devery would swear by all that is holy that there was not a shovelful of

snow in the streets of Manhattan. It would not be a bit more brazen than many a statement that he has made in the last month.

McCartney has some old-fashioned ideas about it being his duty to clean the streets, which in a feebly and inconsequential way he is trying to carry into effect. This is a remnant of Waring and the hated Strong administration which should be stammed out.

and the nated Strong administration which should be stamped out.

There should be no delay. Croker is back. Rob. for the Rude should remove McCariney, appoint Devery and give us the usual flood of billingsgate and railing with which he is wont to regale the public. Devery will proclaim the streets of Manhattan to be as pure and spotless physically as he recently proclaimed the "red light" district to be morally. The true Tammany spirit will be untramelled and the Tiger will roar. So, Mr. Croker, do tell Robert to give us Devery. We want him and we want him now.

New-York, Dec. 1, 1888.

TWO LIGHTSHIPS MISSING.

Wood's Hole, Mass., Dec. 1.—The lighthouse ter der Azalea arrived here this morning after a fruitless search of two days for the lightship which has been missing from the Hen and Chickens Shoals since Sunday. Captain Gibbs reports that he left New-Bedford on Tuesday night and cruised for miles in the vicinity of Cuttyhank, but failed to find any trace of the missing lightship. The Azalea will take relief lightship No. 9 and place her on Great Round Shoal, which is now vacant, owing to the regular lightship having gone astray. The lighthouse tender Mayflower is here, and will assist the Azalea in rounding up the two missing lightships. Shoals since Sunday. Captain Gibbs reports that

ADVANTAGE OF ELECTRIC WAGONS.

While the snowblecked streets have impeded chicles of all kind and retarded the delivery of purchases from the numerous large business house in the city, the electric motor wagons of B. Alt man & Co., who introduced and are now using the system, were successful in reaching all parts of the blockaded regions.

LIGHTSHIP TOWED TO PHILADELPHIA. Philadelphia, Dec. 1.—The American Line steam ship Switzerland, from Antwerp for Philadelphia, which passed in at the Delaware Capes this morning, had in tow the Pollock Rip lightship, which she picked up adult yesterday. The lightship was located off the New-England coast at the eastern entrance to Nantucket Sound. It is probable that she lost her anchor during Sunday morning's blizzard and had drifted helplessly at sea for more than three days before being picked up by the Switzerland.

GOOD CITY GOVERNMENT CONFERENCE.

ADDRESSES BY HORACE E DEMING AND DR. FRANK J. GOODNOW,

Indianapolis, Dec. I.—The second day's session of the conference 'er good city government was held this morning at the Commercial Club Assembly Rooms. The session was devoted to the consideration of the general problem of municipal government. Horace E. Deming, of New-York, read a paper entitled "The Municipal Problem in the United States." He said in part.

the United States." He said in part.

The two principal causes of the failure thus far in the United States to secure efficient, economical, progressive municipal government, are:

First—The municipality is not granted sufficient power to determine for itself all matters of local public policy and to settle for itself the details of its scheme of internal local administration.

Second—The municipality as a subordinate administrative agent of the State is placed partly or wholly under the supervision and control not of any State administrative department, but of the State Legislature.

At the afternoon session, Dr. Frank, I. Gordon. At the afternoon session Dr. Frank J. Goodnow,

professor of administrative law in Columbia University, spoke on "The Place of the Council and the Mayor in the Organization of Municipal Government-the Necessity of Distinguishing Legislation from Administration." Dr. Goodnow said in

with the development of new fields of Governmental activity, which require for their advantageous treatment large technical skill and knowledge, and with the development of a more centralized administrative system, which offers no excuse for treating administrative officers as political in character, the fundamental principle that administration is a field of government in which politics should not enter is making stendy progress. Public opinion based upon that principle is demanding with increasing force that in municipal government, which is so distinctively administrative, the function of legislation, i. e., the function of determining policy, must be clearly distinguished from the function of administration, i. e., the function of carrying out policy after its determination to the end that municipal administration may be efficient and municipal legislation may consist in the determination of a local policy representing the wishes of a majority of the municipal population.

EIGHT PERISH AT SEA. Havana, Dec. I.-The British steamer Village

Belle, halling from Montego Bay, bound from Cayo Antilla for Grand Cayman, was lost at sea. Her skipper, four members of her crew and three passengers, Spaniards, were drowned. Three survivors James, William and Henry E. Banks, who arrived here yesterday on board the Spanish steamer Rita, toll a sad story of shipwreck and rescue by a Norwegian steamer NO REPLY TO SAMPSON.

GENERAL SHAFTER SPEAKS AT A BROOKLYN DINNER.

THE GUEST OF U. S. GRANT POST AT THE MON-TAUK CLUB-MANY MILITARY AND

officers of the Army and Navy were at the Montauk Club last night in full dress uniform They were the guests of U. S. Grant Post, No 327. G. A. R., which was holding its annual dinner. It was a typical military and naval dinner, as most of the Grand Army men were in uniform. Flags were freely draped about the walls, the shades on the little banquet lamps were in the National colors and were spangled with stars. The sorbet boxes had the National coat of arms on a shield, which served as the cover. It was a genuine eld campfire, at which stories of two wars were exchanged by men who had been in both. General Stewart L. Woodford presided. He was introduced by Past Commander Heman P. Smith, who welcomed the guests and associate members, and made a short speech laudatory of U. S. Grant Post. B. F. Parsons, secretary of the post, read letters of regret from Governor-elect Roosevelt, whose name was enthusiastically received, and a number of others.

The toastmaster then, after brief remarks, introduced General Shafter. The General was warmly greeted.

Contrary to expectations, General Shafter made no reply to the charges published in Admiral Sampson's report yesterday in his speech. In concluding his remarks he said: "My campaign has been criticised, and by some severely. It seemed to me that the American Army was on top, and I that hadn't any explanations to make, so I have abstained from entering into any controversy. It seems to me that we should be patting each other on the back instead of calling each other names."

General Shafter was received in the most en-

thusiastic manner, and he seemed to appreciate the warmth of the greeting. When he rose to respond to the toast "The Army," he said:
"I do not feel that I have done anything more than my duty, for which I have been well paid. When thirty-seven years ago I went away from my father's farm it was beyond my highest expectations that I should ever command a victorious army. Now I have what is more priceless to a man, and that is to know that his official correct has received the approval of his counto a man, and that is to know that his official career has received the approval of his countrymen. It is unnecessary to say that privation goes with war, and you who have been in the Civil War know what it is. (Voice from the tear: "Yes and we never graphled." (for the Civil War know what it is, (Voice from the rear: "Yes, and we never grumbled." Gen-eral Shafter: "No, and we do not grumble now.") I had the best army that ever stood in America, and this is no reflection on you veter-ans." (Prolonged and Prolonged States)

America, and this is no receasing.

(Prolonged applause.)

General Shafter repeated his statement of last week that he had made a mistake when he attempted to right the battles of El Caney and tempted to right the battles of El Caney and the same on the same day. He said that had the contract of the c week that he had made a histance with the tempted to light the battles of El Caney and San Juan on the same day. He said that had Lawton's brigade been available on that day he might have taken the city, but at that time he would not have received the surrender of so large a force, and he believed he would not have brought the war to so sudden a termination. The only fear that he had during the entire campaign was that his men would not be able to hold out as long as the Spaniards on account of increasing sickness. In speaking about the large force of twenty thousand men at Holguin, fifty miles distart, he said:

"I wondered continually why they did not make an attempt to assist the beleaguered city, but they did not. However, I could not bank on such supineness or stupidity as that."

In closing he paid a tribute to the efficiency which the Navy showed in assisting his landing. He said:

"In clearing the way for the landing we had the most able and honest support of the Navy.

He said:
"In clearing the way for the landing we had
the most able and honest support of the Navy.
Without their assistance we would not have

In clearing the and honest support of the Navy. Without their assistance we would not have been able to make the landing."

General Shafter surprised all those present when he made the statement that in the minds of the authorities the Santiago and Porto Rican expeditions were supposed to be merely side shows, and that in the fall the great battle of the war would be fought near Hayana. In spenking of the privations, which, he said, were as nothing compared with what the veterans of the Civil War had undersone, his remarks received the hearty indorsement of the veterans present, many of them interjecting laconic reminiscences of the hard times which they had undergone.

General Shafter also read the dispatch from General Linares to the Spanish Minister of War, which was printed in The Tribune on August 2 last.

2 last.
Captain Cook, of the Brooklyn, responded for the Navy. Lieutenant-Governor Woodruff male a short address, and was followed by W. G. Cassard, the chaplain of the United States ship

a short address, and was followed by W. G. Cassard, the chaplain of the United States ship Indiana, and the Rev. George E. Strowbridge, a lieutenant of the 134th Illinois Volunteers during the Civil War, now pastor of the Embury Methodist Episcopal Church.

Those who sat at the table of honor were Chaplain W. G. Cassard, U. S. N., the Rev. Dr. R. R. Meredith, the Rev. George E. Strowbridge, Lieutenant-Governor Timothy L. Woodruff, Major-General William R. Shafter, U. S. A.; Golonel George A. Price, E. W. Wurster, John N. Mattock William H. Miller, Charles Gray, Charles S. Brooks, Colonel A. S. Bacon, the Rev. Mark B. Taylor, Silas B. Dutcher, Colonel N. T. Sprague, Andrew R. Rogers, Marshall T. Davidson and General William C. Wallace. The others present included a large number of well-known Army and Navy men and civilians.

THE METROPOLITAN FORWARD MOVEMENT

SIXTH ANNIVERSARY.

OPENING OF THE SERVICES CELEBRATING THE

The opening service in connection with the sixth anniversary of the Metropolitan Forward Move-ment was held last night in the Jane Street Methodist Episcopal Church, John M. Cornell, chair-man of the Forward Movement Committee, who was to preside at the service, was absent because of filness, and his place was filled by the Rev. F. J. Belcher, the pastor of the church. The music for the occasion was furnished by the combined choirs of the Metropolitan, Jane and Ferry sts. churches under the leadership of C. J. Hearn, with the Metropolitan Parish Orchestra, conducted by W. S. Phasey. The prayer for the occasion was said by the Rev. Sanford C. Hearn, pastor of the Perry Street Church, after which followed the sermon, which was delivered by the Rev. Dr. J. R. Day, chancellor of Syraeuse University.

The Rev. Dr. S. Parkes Cadman, of the Metropolitan Temple, who was to take part in the service, was reported to be too dil to attend. At the continuation of the service this afternoon, in the Metropolitan Temple, the sermon will be preached by the Rev. Dr. George F. Pentecost, of Yonkers, and in the evening, at 7,29 o'clock, the address will be delivered by the Rev. Wallace McMullen, of Philadelphia. hurches under the leadership of C. J. Hearn

the evening, at 7.29 o'clock, the address will be delivered by the Rev. Wallace McMullen, of Philadelibit.

The success of the Forward Movement has caused inquiry from different parts of the country into the origin and history of the work. It dates back to the spring of 1892 when, at the request of J. M. Cornell, a number of men met to consider the advisability of adopting some plan for reaching the unchurched masses in this city. The Rev. C. H. Yatman was invited to be present. As a result the Metropolitan Forward Movement Committee was formed, of which J. M. Cornell was made chairman, and Mr. Yatman was sent abread to study the advanced religious movement in England. Mr. Yatman returned full of enthuriasm, and his plans were adopted. The Union Square Theatre was hired for Sunday afternoons and evenings. Mr. Yatman was engaged as leader and the first audience gathered on the afternoon of December 2, 1892. The work was successful from the beginning. Noonday meetings were held in a store fitted up with platform and seats at Fifth-ave, and West Fifteenth-st. The crowds increased, and the Academy of Music was crowded beyond its scatting capacity on Sunday afternoons and evenings, while held of Scotch Presbyterian edited, in West Fourteenth-st, was fitted up, and under the name of Metropolitan Hall became the daily headquarters of the work.

P. W. Radeliffe, a Presbyterian cider, identified with the People's Free Church movement, was engaged at an early date in the experiment to the work.

In the fall of 1855 the old Central McNedist Epis-

assist Mr. Yatman, and save me the work.

In the fall of 18.5 the old Central MeModist Episcopal Church was enlarged and improved, and the isadquarters of the movement was transferred to the renovated building, now known as Metropolitan Temple. Mr. Yatman resigned the well-organized work and went abroad on a round-the-world evangelistic tour. The present pastor, the Rev. Dr. S. Parkes Cadman, was called to the pastoral leadership of the work, and the various departments of church institutional work started under Mr. Yatman, together with new features and the work of the "Old Central" Church, have been carried forward.

Mr. Yatman together with hew leathers and the work of the "Ola Central" Church, have been carried forward.

The Bishop presiding at the New-York Annual Conference last spring organized Metropolitan Temple, Jane, Perry and Franklin Street churches into what is known as the Metropolitan Temple partsh, appointing the Rev. Dr. S. Parkes Cadman, the Rev. Dr. F. J. Belcher, the Rev. S. C. Hearn and the Rev. F. C. Harding as pastors, Dr. Cadman, of course, still being the head of the movement.

By this arrangement financial assistance has been secured to the above-mentioned churches and new methods have brought a new and increased constituency and wider usefulness.

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A WASHINGTON REPORT THAT PLEASED THE ISLAND TRADE.

THE CLEANING OF HAVANA-PREPARING FOR THE ARRIVAL OF THE AMERICAN TROOPS -THE SPANISH LEAVING RAPIDLY.

Havana, Dec. 1 .- A cable message received here yesterday by the principal tobacco and cigar exporting firm in Cuba announces, on the authority of Senor Luis Marx, special commissioner of the Cuban tobacco manufacturers at Washington, that the United States Government will place a prohibitive import duty on leaf tobacco imported into the island of \$5 a pound and of \$4 50, plus 25 per cent, on cigars. The export duties are to remain as heretofore \$6.30 a hundred kilos on leaf tobacco and \$1.35

a thousand on eigars. Although hopes had been entertained that qxport duties would be abolished entirely, the announcement that prohibitive duties will be placed on tobacco imported into the fsland has been received with jubilation by manufacturers and exporters, as guaranteeing the survival and development of the bacco industry in Cuba,

Last evening the Marquis Esteban, Mayor of Havana, had a long conference with General Greene regarding street-cleaning. General Greene undertook to clean and disinfect the city be loaded in scows, towed out to sea and dumped several miles away. A sufficient number of scows and lighters are to be sent here by the United States Government for this purpose Several of the municipal officials now holding office under the Spanish régime will be retained to assist the Americans with their experience

and special knowledge of the city. Colonel Hecker, chief of the United States Transportation Board, entertained at dinner last evening the directors of the local rallway lines, with which he recently concluded agreements for the transportation of United States troops and supplies. Although it is impossible to obtain the exact figures as yet, it is understood that the transportation rates are rather more favorable to the carriers than might have been expected. Settlements are to be made

monthly in United States currency. Upon the departure for Spain next week of the present press censor the post will be filled by Senor Manuel Girauta Perez, the secretary of the Spanish Evacuation Commission, a mar

of talent and excellent judgment.

Lieutenant-Colonel Garcia Deigado assumed office to-day as Chief of Police of Havana.

The death list of victims of the recent powder explosion on the Avenue de la Infanta had reached twenty-two at noon to-day.

MAKING READY FOR THE TROOPS

The United States transport Roumania, which arrived at 10 o'clock this morning, brought quartermaster's stores and supplies, with forty wagens and one hundred and forty mules, which she is discharging at the San José warehouses near whose piers she is docked.

The tugs Edward and Gladiston also arrived

The tugs Edward and Gladiston also arrived to-day, and, with the Britannia, will assist in landing troops expected to-morrow, destined for Guanajay, Pinar del Rio and Marlel. It is learned from trustworthy sources that the United States Eva uation Commissioners have requested the Spanish Con missioners to advise them at least two or three days in advance of the evacuation of cities and towns, so as to enable the American authorities to send delegates to take charge at the evacuated points, with a view to avoiding hereafter such incidents as occurred on the evacuation of the city of Pinar del Rio, when an insurgent lieutenant-colonel, with two hundred and fifty men. tenant-colonel, with two hundred and fifty men, assumed control.

As a sanitary precaution Marquis Estaban, the Mayor, has issued an edict forbidding the storing and keeping within the city limits in the establishments of undertakers the hangings and draperies used in accordance with the Romat Catholic ritual in laying out the dead. There ! no doubt these hangings are active agents of infection and spread the germs of disease.

General Edward O'Brien, president of the Cuban and Pan-American Express Company, has arrived here to assume the management of

ie company. The Spanish transport Reina Maria Cristina General Hernandez Velasco's Pinar del division, of two thousand men, sailed for

The transport San Ygnacio, having on board the bodies of the Spanish Generals Santocildes and Vara del Rey, sails on December 6.

before Christmas, the Spanish Government has

HURRYING OFF THE SPANIARDS In order to complete the evacuation of Cuba

chartered the steamers Habsburg, Aquitania Marsiglia, Neutria, Carolina, Corrientes, Ciudad de Roma, Ankoria, Devonia, Circassia, California, Venice, Bolivia, Cheribon and Entre Rios, which are expected here shortly, and will sail for Spain with troops between December 15 and December 20. In addition, the transports Les Andes, Ciudad de Cadiz and Notre Dame are expected here with the same object.

General Parrado, president of the Spanish Evacuation Commission, will probably sail for Spain on December 5. He will be succeeded by General Castellanos, the Captain-General of Marsiglia, Neutria, Carolina, Corrientes, Cludad

General Castellanos, the Captain-General of Cuba.

TIFFANY FAVRILE NAVAL MEN PRESENT. Major-General William R. Shafter, U. S. A.; GLASS. Captain Francis A. Cook, U. S. N., and other

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